BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

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Application of the Los Angeles County Metropolitan Transportation Authority (LACMTA) for the East San Fernando Valley (ESFV) Light Rail Transit Project for an order authorizing construction of two light rail tracks at four (4) highway-rail crossings at **(1) Metrolink / Van Nuys Station North Pedestrian Crossing, (2) Keswick Street, (3) Raymer Street, and (4) Arminta Street,** in the City of Los Angeles, Los Angeles County, California.	Application _____

APPLICATION

Submitted by the Los Angeles County Metropolitan Transportation Authority for the East San Fernando Valley Light Rail Transit Project

The Los Angeles County Metropolitan Transportation Authority (LACMTA) files this application and respectfully requests authorization from the Public Utilities Commission of California (CPUC or Commission) to construct two Light Rail Transit (LRT) tracks at the four (4) public highway-rail crossings located at:

1. Metrolink / Van Nuys Station North Pedestrian Crossing
2. Keswick Street
3. Raymer Street
4. Arminta Street

The subject crossings are in the City of Los Angeles, Los Angeles County. In support of its request, LACMTA asserts:

I (Applicant Information)

The LACMTA was created by the legislature pursuant to Section 130050.2 of the PU Code to be the successor agency to the Southern California Rapid Transit District and the Los Angeles County Transportation Commission (LACTC). These two agencies ceased to exist as of April 1, 1993, when they were merged into the LACMTA.

Pursuant to Section 132400, et seq. of the PU Code, LACMTA is proceeding with design and construction contracts for completion of the East San Fernando Valley (ESFV) LRT Project extending from Van Nuys Metro Bus Rapid Transit (BRT) Orange Line station in the City of Los Angeles, extending to the Existing Sylmar/San Fernando Metrolink Station in the City of San Fernando.

The authority sought in this application is requested pursuant to Section 9.08 of the Commission General Order 143-B and is made in accordance with Rules 3.9 and 3.11 of the Commission's Rules of Practice and Procedure.

II (Applicant Address)

Applicants' exact legal name is Los Angeles County Metropolitan Transportation Authority with its principal place of business at:

One Gateway Plaza

Los Angeles, CA 90012

III (Correspondence)

Correspondence regarding this application should be addressed to:

Ms. Monica Born

Deputy Executive Officer

East San Fernando Valley Transit Corridor

Los Angeles County Metropolitan Transportation Authority

777 S. Figueroa St., 11th Floor

Los Angeles, CA 90017

Email: BornM@metro.net

Phone 213-418-3097

IV (Project Crossings)

The Project proposes to close several signalized intersections along Van Nuys Boulevard to reduce the number of crossings and increase safety. This application includes four (4) public highway-rail crossings. The list of crossings for the ESFV Project is included in Exhibit D and is subject to separate CPUC application approvals.

As part of the CPUC diagnostic crossing review, LACMTA has coordinated with CPUC staff, the City of Los Angeles, and others to incorporate necessary crossing safety measures prior to submitting the CPUC application. The LRT clearances to the crossings follow CPUC General Order (GO) requirements including GO-95 and GO-143, among others. The LRT tracks will be in an existing street-running environment.

V (Interested Parties)

LACMTA continues to coordinate with the City of Los Angeles for alterations and crossing safety improvements. Through design process and diagnostic crossing evaluation conducted on August 5, 2022, LACMTA has coordinated with the City of Los Angeles, which is considered an interested party for document service purposes.

VI (Project Description)

The ESFV LRT Project (Project) provides LRT service along the Van Nuys Boulevard and San Fernando Road corridors serving the eastern San Fernando Valley. The alignment will include 11 at-grade stations and a maintenance service facility (MSF).

The street-running Project will extend north 6.7 miles from the Van Nuys Metro Orange Line Station to the Van Nuys/San Fernando Station. The street-running Metro LRT trains will operate in the median of Van Nuys Boulevard to San Fernando Road.

A shared corridor segment of the Project is currently under further study, that will continue onto the existing LACMTA right-of-way adjacent to San Fernando Road, which the LRT will share the corridor with SCRRA Metrolink, for 2.5-miles to the Sylmar/San Fernando Metrolink Station.

The current Project scope includes 11 LRT street-running stations constructed at approximately 1-mile intervals located at (starting from south to north):

1. Van Nuys/Orange Line Station

2. Victory Station
3. Vanowen Station
4. Sherman Way Station
5. Van Nuys/Metrolink Station
6. Roscoe Station
7. Nordhoff Station
8. Woodman Station
9. Arleta Station
10. Laurel Canyon Station
11. Van Nuys/San Fernando Station

The Project is designed to allow for one-, two-, or three-car LRT trains in accordance with variations in demand over time. Pedestrian-only at-grade crossings will provide access to the at-grade LRT stations. Station access will be provided by street crosswalks and controlled by traffic signals. Other typical LRT Project elements to support train operations include Overhead Contact System (OCS), Traction Power Sub Stations (TPSS), and communications and signaling.

VII (Crossing Descriptions)

LACMTA requests authorization to construct four (4) highway-rail crossings in the City of Los Angeles. The proposed CPUC identification numbers and crossing types are summarized in Table 1 below:

Table 1

No.	Crossing	City	Crossing Type	PUC Numbers
1	Metrolink/ Van Nuys Station North Pedestrian Crossing	Los Angeles	At-Grade	84F-2.09-D
2	Keswick Street	Los Angeles	At-Grade	84F-2.12
3	Raymer Street	Los Angeles	At-Grade	84F-2.14
4	Arminta Street	Los Angeles	At-Grade	84F-2.33

VIII (Crossing Alterations)

1. Metrolink / Van Nuys Station North Pedestrian Crossing

The Metrolink / Van Nuys Station North Pedestrian Crossing (84F-2.09D) is an at-grade pedestrian only LRT crossing proposed approximately 250-feet south of Keswick Street on Van Nuys in the city of Los Angeles. The Metrolink/ Van Nuys LRT Station North Pedestrian Crossing includes mid-block crossings across northbound Van Nuys Boulevard in the City of Los Angeles. The Metrolink/ Van Nuys LRT South Station Pedestrian Crossing is located at Saticoy Street and Van Nuys Boulevard, and subject to separate CPUC application.

When the Walk signal is provided for pedestrians to cross northbound Van Nuys Boulevard and access/exit the station, a Stop signal is displayed for motorists traveling northbound on Van Nuys Boulevard and LRT trains. When northbound LRT trains and motorists receive a green indication, Pedestrians will receive a “Do Not Walk” indication. The Metrolink / Van Nuys Station North Pedestrian is directly controlled by the Keswick Street crossing traffic signal controller.

As a supplemental measure to mitigate unsafe pedestrian behavior, subject to California Traffic Control Devices Committee (CTCDC) approval, internally illuminated raised pavement markers (IIRPMs) are proposed along northbound Van Nuys Boulevard that activate upon LRT approach to further warn pedestrians and mitigate unsafe behaviors such as illegal left turns and running red lights across the tracks. The bidirectional IIRPMs will only be installed at the crosswalks that lead to/from the LRT station locations to warn pedestrians at the bottom of station platform ramps of approaching trains.

Each bidirectional IIRPMs will have internal continuous red LED lights, with lights aimed for two directions:

1) Directed at pedestrians exiting the Metrolink / Van Nuys Station LRT station.
2) Directed at pedestrians crossing Van Nuys Boulevard towards the LRT station.

All bidirectional IIRPMs at the Metrolink / Van Nuys Station North LRT station will be activated upon LRT train approach. Should the CTCDC or Federal Highway Administration reject the proposed IIRPM, the standard CA-MUTCD pavement markings will be applied.

In addition to traffic signal control, the pedestrian crossing includes Train LED Blankout signs adjacent to the Walk/Don't Walk signs for pedestrians, passive "LOOK BOTH WAYS", W82-1 signs, and tactile strips in compliance with ADA requirements. Pedestrians exiting the LRT station will be channelized with railing on the ramp to help prevent crossing outside of the crosswalk.

2. Keswick Street

The Keswick Street Highway-Rail Crossing (84F-2.12) is a street-running LRT crossing proposed at Keswick Street and Van Nuys Boulevard in the City of Los Angeles. At Keswick Street the LRT tracks travel north/south along Van Nuys Boulevard and east/west into the maintenance facility/yard. The Keswick Street crossing is controlled by traffic signals, including protected left turns on southbound Van Nuys Boulevard and Keswick Street. Due to existing roadway width and traffic flow expectations, northbound Van Nuys Boulevard does not include a dedicated left turn lane onto Keswick Street and left/U turns are not permitted.

Preemption has been carefully considered for this unique configuration and interconnects Metrolink/ Van Nuys LRT Station North Pedestrian Crossing, Raymer Street and Arminta Street to help ensure motorists and pedestrians are clear of approaching LRT trains. The LRT can move with 1) northbound/southbound Van Nuys Boulevard with motorist traffic or 2) cross southbound motorist traffic onto the yard leads.

1) When the LRT is traveling northbound/southbound on Van Nuys Boulevard across Keswick Street, the motorists traveling on Keswick Street will be stopped, while motorist traveling northbound/southbound adjacent to the LRT can proceed.

Additionally, left turns are restricted for motorist traveling southbound Van Nuys Boulevard.

2) When the LRT is using the yard leads, the motorists traveling on southbound Van Nuys Boulevard are stopped at a pre-signal north of the crossing and the Keswick Street crossing signal phase provides clearance to prevent southbound motorist from queuing onto the yard lead LRT tracks. The motorists traveling on Keswick Street will also be stopped. The Northbound motorists on Van Nuys do not cross the tracks and may continue in limited service across Keswick Street.

As a supplemental measure and subject to CTCDC approval, IIRPMs are proposed across Van Nuys Boulevard at Keswick Street that activate in conjunction with red left-turn traffic signal activation and approaching LRTs to further warn pedestrians and motorists of trains approaching and mitigate unsafe behaviors such as illegal left turns, running red lights across the tracks. Standard IIRPMs (unidirectional) are proposed for Keswick Street crossing Van Nuys Boulevard. The standard IIRPMs have internal continuous red LED lights proposed for three directions:

1) Directed towards motorists and pedestrians crossing Van Nuys Boulevard and the LRT tracks for Keswick Street and the crosswalks. These IIRPMs will be activated only upon LRT approach
2) Directed towards the motorists making left-turns from northbound and southbound Van Nuys Boulevard. The IIRPM's are located across Keswick Street and crosswalks angled approximately 45-degrees directed at motorists making potentially illegal left-turns. These IIRPMs will be activated by the red left-turn traffic signal activation (and LRT approach)
3) Located in-front of motorists making left-turns and stopped prior to the crosswalks on Southbound Van Nuys Boulevard. These IIRPMs will be activated upon red left-turn traffic signal activation and LRT approach

Should the CTCDC or Federal Highway Administration reject the proposed IIRPM, the standard CA-MUTCD pavement markings will be applied. The Train Approach LED Blankout

signs for motorists are proposed for each direction. LACMTA is also exploring the use of red-light enforcement cameras for motorists to enforce compliance with red left turn signals.

Note that supplemental "Left Turn Gates" cannot be installed at Keswick Street due to restrictions within the existing street right of way (back of sidewalk to back of sidewalk) while meeting the city standards of minimum 10-foot sidewalks and the minimum lane widths. LACMTA had extensive discussions with the City about maintaining sidewalk widths that are currently in place at these intersections. To provide Left Turn Gates, significant property would need to be acquired, which will result in significant property impacts to businesses and residences. Additionally, the complicated geometry of the yard lead tracks at Keswick and the grade of the LRTs going under the grade separation did not support typical Left Turn Gate installation. Rather the installation of supplemental IIRPMs is proposed in lieu of Left Turn Gates.

Between the north right and north left LRT tracks entering the yard at Keswick Street, bollards or delineators are proposed to help prevent motorist from turning left into the LRT right-of-way. Pedestrian crosswalks are provided at two quadrants and include Walk/ Don't Walk signals that are interconnected with the traffic signal systems. In addition to traffic signal control, the pedestrian highway-rail crossings includes Train LED Blankout signs adjacent to the Walk/Don't Walk signs for pedestrians, passive "LOOK BOTH WAYS" for Trains W82-1 sign, and tactile strips in compliance with ADA requirements. In coordination with the City of Los Angeles, truck turning templates verified that WB40/SU30 size vehicles can safely operate. Trucks larger than WB40 will have designated routes or apply for special permits approved by the city.

3. Raymer Street

The Raymer Street Highway-Rail Crossing (84F-2.14) is a street-running LRT crossing and "T-intersection" at Keswick Street west of Van Nuys Boulevard in the City of Los Angeles. The Project's yard leads will cross from Van Nuys Boulevard, west through Raymer Street to access to maintenance facility. The Raymer Street crossing is proposed to include traffic signals, including protected southbound left turns and railroad crossing warning signage. Left turns from Keswick Street onto northbound Raymer Street at the crossing are restricted and a median and signage is included on Keswick Street to prevent left turns. The Raymer Street traffic signal is

directly controlled by the Keswick Street crossing traffic signal controller. Preemption is interconnected with Keswick Street and Arminta Street to help ensure motorists and pedestrians are clear of approaching LRT trains. When trains are directed north on Keswick Street, into the LACMTA maintenance yard, the motorist on Raymer Street are stopped to allow for the continuous train movement into and exiting the yard.

Subject to CTCDC approval, IIRPMs are proposed across Raymer Street that activate in conjunction with traffic signal activation and approaching LRTs to further warn pedestrians and motorists of trains approaching and mitigate unsafe behaviors such as illegal left turns and running red lights across the tracks.

The standard IIRPMs (unidirectional) are embedded in the pavement at Raymer Street and have internal continuous red LED lights proposed for both sides of the tracks. The 45-degree IIRPMs are directed towards the motorists on Keswick Street to further prevent illegal left turns on Raymer Street. These IIRPMs will be activated by the LRT approach.

A pedestrian crosswalk is provided across Raymer Street and include Walk/ Don't Walk signals that are interconnected with the traffic signal systems. In addition to traffic signal control, the pedestrian crossing includes Train LED Blankout signs adjacent to the Walk/Don't Walk signs for pedestrians, passive "LOOK BOTH WAYS" for Trains W82-1 sign, tactile strips in compliance with ADA requirements.

4. Arminta Street

The Arminta Street Highway-Rail Crossing (84F-2.33) is a street-running LRT crossing proposed at Arminta Street and Van Nuys Boulevard in the City of Los Angeles. The Arminta crossing is controlled by traffic signals, including protected left turns on Arminta Street and Van Nuys Boulevard. As a supplemental measure to mitigate illegal left turns, subject to CTCDC approval, motorist "Left Turn Gates" are proposed on northbound and southbound Van Nuys Boulevard turning left to Arminta Street.

The "Left Turn Gates" are similar to typical parking garage gate arms and designed to deter motorists from making illegal left turns in front of oncoming trains. Due to street running configuration and limited clearances, the Left Turn Gates do not include flashing lights or bells since they are not railroad warning devices. When the Left Turn Gates are installed at selected intersections/crossings, the operations are in conjunction with traffic signals, IIRPMs and LRTs.

The Left Turn Gates are interconnected with the traffic signal left turn phase and are considered a supplement to the traffic signals and MUTCD approved warning signs. When the left turn signal turns red, the Left Turn Gate will lower. Just prior to the left turn signal turning green, the Left Turn Gate will raise to the vertical position. The barrier provided by the Left Turn Gate is expected to decrease the frequency of motorists turning against the red left turn arrow and colliding with oncoming trains. Train Approach LED Blankout signs for motorists and pedestrians are also proposed to be included for each direction.

Advance preemption is interconnected with Raymer Street and Arminta Street to help ensure motorists and pedestrians are clear of approaching LRT trains. When northbound LRT trains are on approach, motorist on Arminta Street will have a red traffic signal phase to stop and allow trains to proceed. The advance preemption at Arminta Street and Keswick Street provides continuous train movement and prevent trains from stopping. Train Approach LED Blankout signs for motorists are proposed for each direction.

Subject to CTCDC approval, IIRPMs are proposed across Van Nuys Boulevard that activate in conjunction with red left-turn traffic signal activation and approaching LRTs to further warn pedestrians and motorists of trains approaching and mitigate unsafe behaviors such as illegal left turns and running red lights across the tracks.

The standard IIRPMs (unidirectional) are embedded in the pavement at Arminta Street crossing Van Nuys Boulevard. The standard IIRPMs have internal continuous red LED lights proposed for three directions similar to Keswick Street crossing, with exception that IIRPMs are located on both Northbound and Southbound left turns from Van Nuys Boulevard.

Pedestrian crosswalks are provided at all three quadrants and include Walk/ Don’t Walk signals that are interconnected with the traffic signal systems. In addition to traffic signal control, the pedestrian crossing includes Train LED Blankout signs adjacent to the Walk/Don’t Walk signs for pedestrians, passive “LOOK BOTH WAYS” for Trains W82-1 sign, tactile strips in compliance with ADA requirements. In coordination with the City of Los Angeles, truck turning templates verified that WB40/SU30 size vehicles can safely operate. Trucks larger than WB40 will have designated routes or apply for special permits approved by the city.

The Design-Build Contractor

LACMTA will award a design-build contract to advance the design, construct the crossings and support coordination with crossing stakeholders and CPUC as necessary. The design-build contractor will develop designs for drainage, final grading, and other elements in compliance with established criteria, AREMA and other standards. The design-build contractor will advance designs following required standards and provide a compliance submission of 100% design level drawings to the stakeholders no later than 60 days prior to commencing crossing construction. The design-build contractor will resolve comments as necessary. The compliance submission will serve to ensure safety is not compromised, such that:

- The traffic signals, signs and other equipment locations maybe adjusted, but cannot result in equipment removal or restrict visibility of signals and signs, without agreement of sufficient safety measures.
- Drainage, utilities, street grade, track profiles, alignment, and other preliminary designs provided in this application must be finalized to determine final locations for crossing and traffic equipment, and if additional safety measures are necessary.
- Width of traffic lanes, crossing, crosswalks, sidewalks, medians, and similar features maybe adjusted, but cannot compromise the minimum width required by design criteria, CA-MUTCD, ADA or other requirements without prior approval.
- Additional safety enhancements such as additional traffic signals heads, signage, striping, etc. maybe considered.
- Final traffic signals designs, specifications, phasing, timing, preemption, etc. must be provided for both 100% design and the as-built configuration.
- Pavement markings and striping to be compliant with CA-MUTCD, City and design criteria requirements, and documented analysis and approval if criteria cannot be met.

The design-build contractor will recommend backup prevention queue loops locations, accounting for traffic flow, loop detection delay and traffic signal cycle time, in efforts to prevent motorists from queuing on the crosswalk. The queue-loop locations and queue cutter preemption transition time will be included in the compliance submission of 100% design level drawings for stakeholder reviews. For locations with IIRPM, design-build contractor will

provide design details showing visibility application for motorists and pedestrians as applicable, particularly for bi-directional IIRPM. The design-build contractor will coordinate with LACMTA and the City for IIRPMs selection and location.

No significant changes to the CPUC approved crossing designs can be made without securing CPUC staff approval. In the event the design-build contractor does not comply with the above-mentioned bullets and significantly changes the crossing safety design approved by the CPUC, the design-build contractor must attain formal CPUC modification approval or reconstruct the crossing to meet CPUC approval.

Five-Year Request for Completion

LACMTA requests a five-year period to complete the subject crossings, as the Project includes several crossings, stations, and other work to be completed as part of the scope.

IX (Public Benefit)

As required by the CPUC Rules of Practice and Procedures 3.7c, the public will benefit from the delivery of supplementary public transportation by providing LRT service in the cities of Los Angeles and San Fernando, resulting in lower greenhouse gas effects, and reducing traffic congestion in these areas. The proposed crossings improvements, in connection with the LRT service, will increase safety and provide transportation benefits to system users.

X (Grade Separation Practicability)

Grade separation is not practicable for the proposed four (4) highway-rail crossings because the street-running LRT alignment and stations are in the center of the existing Van Nuys Boulevard. At this location, the yard lead tracks need to be at grade for access to proposed maintenance and yard facility and existing Metrolink tracks on an existing overpass within 400-feet of the crossing. Grade separation is not feasible due to clearance restrictions from existing adjacent businesses, sidewalks, motorist traffic lanes, and ADA requirements, the property is not available to provide grade separated tunnels or bridges at these locations. Additionally, the design and geometry of the at-grade LRT stations does not allow for clearances of ramps, stairs or other grade separated access without further significantly removing existing motorist traffic. The Project will close several crossings to support safety on Van Nuys Boulevard.

XI (Authorization)

This application requests authorization to construct at four (4) at-grade highway-rail crossings. In general, the application requests include the addition of two (2) LRT tracks and grade crossings within the existing street-running alignment and railroad right-of-way; therefore, authority sought in this application is requested pursuant to PU Code 99152 and is made in accordance with Rule 3.7 through 3.11 of the Commission's Rules of Practice and Procedure.

XII (Environmental Clearance)

In accordance with CPUC Rules of Practice and Procedure 3.9(a), the project's Final Environmental Impact Statement/ Environmental Impact Report (FEIS/FEIR) was certified in 2020. The FEIS/FEIR signature page and Notice of Availability is included as Exhibit E.

A copy of the full FEIS/FEIR and DEIS/DEIR, including addenda are also provided in the attached one (1) Archival Grade DVD and three (3) additional copies in CD-ROMs attached as Exhibit E. Alterations of the subject crossings requested herein are within the scope of the FEIS/FEIR cited above. If there are changes to the FEIS/FEIR, the revised requirements will be incorporated by an addendum.

Additionally, the Project has been environmentally cleared in accordance with National Environmental Policy Act (NEPA) requirements. The Record of Decision (ROD).

The FEIS/FEIR and LACMTA Board approval reports specifies that the Project's benefits outweigh and override its unavoidable significant impacts as listed below:

1. The Project successfully meets all of the project objectives, which reflect LACMTA's mission to meet public transportation and mobility needs for transit infrastructure while also being a responsible steward of the environment and considerate of affected agencies and community members when planning a fiscally sound project.

2. The Project provides more reliable operations and connections between key transit hubs and routes throughout the immediate and exterior study area.

3. Implementation of the Project would enhance transit accessibility/connectivity to a multitude of local and regional destinations, and the greater Los Angeles County regional transit network by connecting to the Sylmar/San Fernando Metrolink Station in the north

and the Metro Orange Line Station in the south. New links between the Project and other transit lines would improve transit travel time for residents throughout the County and increase transit service efficiency by improving public transportation travel speeds and passenger throughput.

4. The implementation of the Project would provide additional transit options in a largely transit- dependent area, which may indirectly contribute to the upwards social mobility of residents in the region. Because of the centralized trip patterns, transit accessibility and connectivity are integral to project study area resident travel needs (35 percent are transit-dependent).

5. The Project is expected to decrease daily Vehicle Miles Traveled (VMT) under the future year 2040 with project conditions, by 78,131 miles compared to the No-Build Alternative by promoting modal shift to transit from motorists within the eastern San Fernando Valley, which will reduce energy consumption and lower emissions of some air pollutants, including greenhouse gas emissions and other pollutants that currently contribute to our regional air quality problems, resulting in beneficial air quality and climate change effects.

6. The Project would address the increasing travel demand in the region.

XIII (Environmental and Social Justice Action Plan (ESJ))

This Application and Project are consistent with the Action Plan and the CPUC's vision to advance equity in its programs and policies for Environmental Justice and Social Justice (ESJ) Communities. The Project's environmental review process included an extensive public outreach program and prepared an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) that analyzed the potential ESJ impacts of the Project.

Section 4.17-Environmental Justice of the EIR summarizes the assessment of the Project's impacts on minority and low-income population using the CEQ Environmental Justice Guidance, USDOT Order 5610.2(a) and FTA Circular 4703.1. The study determined that ESFV LRT operations would not result in disproportionately high and adverse effects on minority and low-income populations. This Project supports the nine (9) ESJ goals of the CPUC:

Goal 1: Consistently integrate equity and access considerations throughout CPUC regulatory activities.

- Section 4.14.2.1 and Appendix DD of the EIR summarizes the public involvement process including Community and Meetings with Environmental Justice Communities.

Goal 2: Increase investment in clean energy resources to benefit ESJ communities, especially to improve local air quality and public health

- Sections ES:1 and 4.17.2.1 of the EIR summarizes the mobility and environmental benefits including support of the South Coast AQMD Governing Board Environmental Justice Initiative.

Goal 3: Strive to improve access to high-quality water, communications, and transportation services for ESJ communities

- Section 4.17.3.2 of the EIR summarizes the benefits of providing LRT transportation to an ESJ community.

Goal 4: Increase climate resiliency in ESJ communities

- Section 4.7.2. of the EIR summarize the LRT emissions benefits, including a reduction of 13 Million Metric Tons of CO2.

Goal 5: Enhance outreach and public participation opportunities for ESJ communities to meaningfully participate in the CPUC's decision-making process and benefit from CPUC programs

- Section 4.14.2.1 and Appendix DD of the EIR summarizes the public involvement process including community meetings with Environmental Justice Communities.

Goal 6: Enhance enforcement to ensure safety and consumer protection for all, especially for ESJ communities

- Section 4.14 of the EIR summarizes approach to maximize the benefits of transit service and improve access to public transit by making it convenient, safe, and attractive for users.

Goal 7: Promote economic and workforce development opportunities in ESJ communities

- Section 4.3 of the EIR references detailed guidelines to assess economic and fiscal impacts, including Section 15131(b) of the State CEQA Guidelines.

Goal 8: Improve training and staff development related to environmental and justice issues within the CPUC's jurisdiction

- Applicant defers to CPUC staff in relation to this internal CPUC goal.

Goal 9: Monitor the CPUC's environmental and social justice efforts to evaluate how they are achieving their objectives.

- Applicant defers to CPUC staff in relation to this internal CPUC goal.

XIV (Exhibits)

The Following Exhibits are transmitted as required by the CPUC Rules of Practice and Procedures 3.7:

Exhibit A1: Vicinity map showing the crossings in relation to the existing roads;

Exhibit A2: Aerial intersection map for the crossings;

Exhibit B1: Metrolink/ Van Nuys Station North Pedestrian Crossing

Exhibit B2: Keswick Street

Exhibit B3: Arminta Street

Exhibit C: Meeting Minutes from August 5, 2022, Crossing Diagnostics (party agreement)

Exhibit D: ESFV Project List of Crossings

Exhibit E: The Final Environmental Impact Statement/ Final Impact Report (FEIS/FEIR) legal description letter, FEIS/FEIR and DEIS/DEIR copied to one (1) Archival Grade DVD and FEIS/FEIR AND DEIS/DEIR copied to three (3) CD-ROMs

Exhibit F: Census Tracts Analysis using CalEnviroScreen 4.0 tool

Exhibit G: The Scoping Memo Information for the Application.

XV (Temporary Traffic Controls)

The Design-Build contractor will be responsible for meeting the terms and conditions of the prescriptive specifications of the contract that will require submittal of a Traffic Maintenance Plan design that maintains traffic movements, safety mitigations and minimizes congestion. The Traffic Maintenance Plan shall comply with all applicable rules including CPUC General Orders and temporary traffic controls as described in the CA-MUTCD, as amended.

XVI (Order)

WHEREFORE, the Los Angeles County Metropolitan Transportation Authority (LACMTA) respectfully requests that the California Public Utilities Commission (CPUC) issue an order authorizing:

1. LACMTA to construct four (4) highway-rail crossings adding two Light Rail Transit (LRT) tracks and station access.
2. The crossings shall have the configurations described and specified in this application and its attachments. The crossings shall be identified by the following CPUC and Department of Transportation (DOT) Crossing Numbers:

No.	Crossing	PUC Number(s)
1	Metrolink/ Van Nuys Station North Pedestrian Crossing	84F-2.09-D
2	Keswick Street	84F-2.12
3	Raymer Street	84F-2.14
4	Arminta Street	84F-2.33

3. The order authorizes the crossings upon terms and conditions, and divisions of costs and expenses as set forth above.
4. The order provides five years from date of such order within which to complete the work.
5. The order provides such further relief as the Commission deems proper.

Dated this __25th____day of __October_____, 2022 at Los Angeles, California by:

/s/ Monica Born
Monica Born
LACMTA Deputy Executive Officer

VERIFICATION

I, Monica Born, am an employee of applicant, Los Angeles County Metropolitan Transportation Authority, and authorized to make this verification on its behalf. The statements in the foregoing document are true to my own knowledge, or believed, by myself, to be true.

I declare under penalty of perjury that the foregoing is true and correct.

Dated this __25th____day of __October_____, 2022 at Los Angeles, California by:

/s/ Monica Born
Ms. Monica Born
Deputy Executive Officer
East San Fernando Valley Transit Corridor
Los Angeles County Metropolitan Transportation Authority
777 S. Figueroa St., 11th Floor
Los Angeles, CA 90017
Email: BornM@metro.net

CERTIFICATE OF SERVICE

I, Monica Born, certify on behalf of Los Angeles County Metropolitan Transportation Authority, that this application with attachments is served to the interested parties on the below service list by e-mail as specified by Rule 1.9 of the Commission's Rules of Practice and Procedure.

I declare, under penalty of perjury, that the foregoing is true and correct.

Dated this __25th____day of __October_____, 2022 at Los Angeles, California by:

/s/ Monica Born
Ms. Monica Born
Los Angeles County Metropolitan Transportation Authority

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SEE SEPARATE ATTACHMENT FOR EXHIBITS:

Exhibit A1: Vicinity map showing the crossings;

Exhibit A2: Aerial intersection map for the crossings;

Exhibit B1: Metrolink/ Van Nuys Station North Pedestrian Crossing

Exhibit B2: Keswick Street

Exhibit B3: Arminta Street

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